

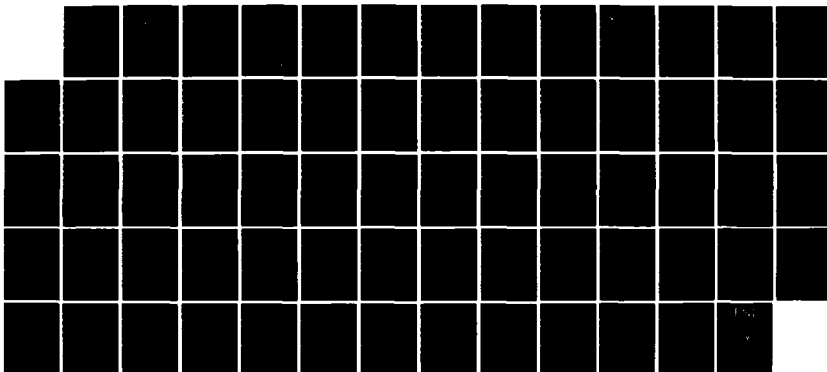
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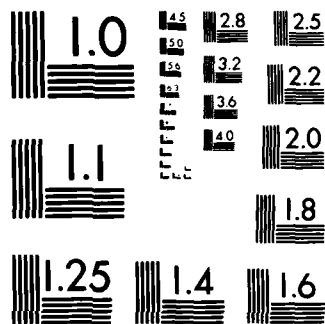
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STUDENT REPORT

SYLLABUS OF INSTRUCTION FOR 1985
~~CONSOLIDATED~~ AFOTC FIELD
 TRAINING/ FLIGHT SCREENING PROGRAM
USAF ENCAMPMENT
 MAJOR ROBERT C. YAY 85-1775

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REPORT NUMBER 85-1775

TITLE SYLLABUS OF INSTRUCTION FOR 1985 AFROTC FIELD
TRAINING/USAF FLIGHT SCREENING PROGRAM ENCAMPMENT

AUTHOR(S) MAJOR ROBERT C. MAY, USAF

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Submitted to the faculty in partial fulfillment of
requirements for graduation.

AIR COMMAND AND STAFF COLLEGE
AIR UNIVERSITY
MAXWELL AFB, AL 36112

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JUL 11 1985
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REPORT DOCUMENTATION PAGE

1a. REPORT SECURITY CLASSIFICATION		1b. RESTRICTIVE MARKINGS	
2a. SECURITY CLASSIFICATION AUTHORITY		3. DISTRIBUTION/AVAILABILITY OF REPORT	
2b. DECLASSIFICATION/DOWNGRADING SCHEDULE		<div style="border: 1px solid black; padding: 5px; text-align: center;"> DISTRIBUTION STATEMENT A Approved for public release Distribution Unlimited </div>	
4. PERFORMING ORGANIZATION REPORT NUMBER(S)		5. MONITORING ORGANIZATION REPORT NUMBER(S)	
6a. NAME OF PERFORMING ORGANIZATION		7a. NAME OF MONITORING ORGANIZATION	
6b. ADDRESS (City, State and ZIP Code)		7b. ADDRESS (City, State and ZIP Code)	
8. AUTHOR (Last Name, First Name, Middle Initial, Suffix)		9. PROCUREMENT INSTRUMENT IDENTIFICATION NUMBER	
10. SOURCE OF FUNDING NOS.			
11. TITLE (Include Security Classification)			
12. PERSONAL AUTHOR(S)			
13. TYPE OF REPORT		14. DATE OF REPORT (Yr., Mo., Day)	
15. SUBJECT TERMS (Continue on reverse if necessary and identify by block number)		16. PAGE COUNT	
17. ABSTRACT (Continue on reverse if necessary and identify by block number)			
18. ABSTRACT SECURITY CLASSIFICATION			
19. TELEPHONE NUMBER		20. OFFICE SYMBOL	

PREFACE

A proposal in 1983 to combine the AFROTC Field Training Encampment at Lackland AFB, Texas, and the USAF Flight Screening Program (FSP) at Hondo Airport, Texas, resulted in the establishment of a two year test program. During 1984, a single Consolidated Field Training/Flight Screening Program (FT/FSP) was conducted for 147 AFROTC pilot candidates. This year, four FT/FSP encampments (total of 450 AFROTC pilot candidates) are scheduled at Lackland to assess the capability to conduct concurrent field training encampments and further examine fiscal impact.

One of the recommendations from the 1984 encampment was that the requirements and objectives for AFROTC field training and FSP be combined into a single syllabus. The author consolidated information from the governing directives for the two programs, guidance established by ATC and AFROTC for the test program, and his expertise in field training into a single source document -- the Syllabus of Instruction for Consolidated Field Training/Flight Screening Program (FT/FSP). The syllabus outlines course requirements and hours, course instructions, and administrative procedures governing the 1985 test encampments. It also serves as the framework for future follow-on programs.

The author would like to particularly thank Lt Colonel Stokes, HQ ATC/DOVJ, and acknowledge his inputs to the development of the consolidated encampment. It was his initiative in proposing the original concept of a consolidated encampment and his tenacity in seeing that the foundation was developed that led to the two year test program. The author would also like to thank Colonel Hanson, AFROTC/CV, who served as the sponsor for this project; Colonel Burger, AFROTC/OT, advisor; and Lt Colonel Raymond, ACSC/EDOWA, administrative advisor, for their assistance and recommendations in developing the consolidated syllabus. Last, but certainly by no means least, the author gratefully thanks his wife, Susan, and two sons, Boyd and Brent, for their great patience during the many hours spent in bringing the planning portion of the last part of the two year test program to an end.

ABOUT THE AUTHOR

Major Robert C. May, USAF, graduated from Auburn University, Auburn, Alabama, in 1973 with a Bachelor's and Master's Degree in Aerospace Engineering. He entered the United States Air Force immediately following graduation. Major May is a senior pilot and has flown the B-52D and T-38. In July 1982, he was assigned to the Curriculum Division, AFROTC, Maxwell AFB, Alabama. Major May was selected to be Chief, Field Training Branch in February 1983 and later that year moved to Chief, Training Division, a position he held until entering Air Command and Staff College in August 1986.

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REPORT NUMBER 85-1775

AUTHOR(S) MAJOR ROBERT C. MAY, USAF

TITLE SYLLABUS OF INSTRUCTION FOR 1985 CONSOLIDATED
AFROTC FIELD TRAINING/USAF FLIGHT SCREENING
PROGRAM ENCAMPMENT

I. Purpose: To develop a single syllabus of instruction for the 1985 Consolidated AFROTC Field Training/USAF Flight Screening Program (FT/FSP) encampment. The syllabus combines the requirements and objectives of the individual syllabi currently used.

II. Problem: The 1984 Consolidated FT/FSP encampment staff highlighted a need for a single syllabus for the consolidated encampments in 1985. The current Air Force ROTC Field Training Program Syllabus Handbook addresses only field training and is a combination syllabus, instructor guide, and information handbook.

III. Data: The AFROTC field training program is governed by AFR 45-3, Air Force ROTC Field Training Program; AFROTCR 45-3, Administration of the Air Force ROTC Field Training Program; the Air Force ROTC Field Training Program Syllabus Handbook; and numerous other AFROTC regulations and supplements to Air Force regulations. Information dealing with the curriculum and cadet administration was gleaned from these sources for inclusion in the consolidated syllabus. Where indepth guidance is required,

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the appropriate directive is referenced. The PSP syllabus (ATC Syllabus S-V8A-A, Syllabus of Instruction for Flight Screening Program, T-41) is duplicated almost in entirety since AFROTC agreed to use the program as is rather than attempt to modify a proven, successful program.

IV. Conclusion: The Syllabus of Instruction for Consolidated Field Training/Flight Screening Program contains the guidance necessary to conduct the 1985 encampments at Lackland AFB, Texas.

V. Recommendation: The Syllabus of Instruction for Consolidated Field Training/Flight Screening Program be used for the 1985 encampments and serve as the framework for future combined encampments.

Chapter One

INTRODUCTION

My objective is to enhance screening effectiveness of FIP (Flight Screening Program) and decrease UFT (Undergraduate Flying Training) attrition -- if there is a better way...let's do it.

This comment from General Iosue, ATC Commander, to his staff in September 1983 summarizes the attitude AFROTC has taken to improve the elimination rate of their product in Undergraduate Pilot Training (UPT). Since 1978, the rate of attrition from UPT for AFROTC commissioned officers has nearly tripled (11.6% in 1978 compared to 34.6% in 1983) (8). Beginning in 1981, AFROTC initiated several changes in the recruitment, selection, and screening of pilot candidates in an attempt to reverse this undesirable trend. This project deals specifically with one of the changes to the screening process, a combination of the AFROTC field training encampment at Lackland AFB with the USAF Flight Screening Program (FSP) at Hondo. The result of this project is the training syllabus for the 1985 Consolidated Field Training/Flight Screening Program (FT/FSP) encampment contained in Appendix 1.

Before delving into the development of the Consolidated FT/FSP encampment and the syllabus constructed for the encampment, the author would like to establish two points. First, areas not specifically documented in the text of this paper are based on his expertise in AFROTC field training and the Flight Instruction Program (FIP). The author was assigned to AFROTC in July 1982. In February of 1983, he was selected to be the Chief, Field Training Branch. In this capacity, he was responsible for planning and executing all field training activities. Later in the same year, the author moved to Chief, Training Division. In this position, he was in charge of both the Field Training Branch and the Special Training Branch, which includes FIP. During these two years, the author revised the field training curriculum, served as the AFROTC representative in the development of the Consolidated FT/FSP concept, and planned the 1984 consolidated encampment.

The second point regards the type cadets attending the FT/FSP encampment. All are pilot candidates eligible for FIP. Attendance is limited to males only because the selection process for female cadets requires completion of field training before they can be allocated a pilot candidate slot by a central selection board at AFROTC. The central selection process is necessary due to the intense competition for the small number of slots available for females (20 programmed for commissioning in 1985 and 1986 according to AFROTC/RRU). Hence, there are no references to female participants in this paper or in the syllabus.

Chapter Two

DEVELOPMENT OF THE CONSOLIDATED CONCEPT

The AFROTC Flight Instruction Program (FIP) evolved from a private pilot program in the seventies through a 25 hour motivation program to the current 13 hour evaluation program. The emphasis has shifted from a leisurely paced instructional program to an aggressive screening program designed to identify those cadets having the potential to complete UPT. In this sense, FIP is now closely aligned with FSP.

However, there are still inherent differences in the two programs. First and primarily, FIP is conducted at over 140 different locations by as many different contractors while FSP is located only at Hondo Airport, Texas. This centralization provides a high degree of standardization in instruction and evaluation that is lacking in FIP. Second, FSP has established a mini-UPT environment, duplicating the pressures and atmosphere of UPT. The civilian instructors are closely attuned to military training requirements, many being retired Air Force pilots. Third and finally, FSP is an Air Force training school where emphasis is placed on flying in the military environment, not the FAA structure as in the FIP program.

For the above reasons, FSP can provide a more accurate evaluation of the pilot candidate's potential to complete UPT. AFROTC has used FSP for flight screening in cases where the detachment has been unable to provide flight screening locally. However, the numbers have been low (47 in 1983) and the screening has occurred after commissioning (8). One limiting factor in expanding the use of FSP is the high cost of travel and pay for the four week stay at Hondo. The consolidated FT/FSP encampment eliminates much of this cost since cadets are required to attend field training and Lackland AFB is one of the permanent field training bases.

In 1983, Lt Col Bud Stokes (then major), HQ ATC/OC, first proposed the concept of a consolidated FT/FSP encampment for AFROTC pilot candidates (7). Lt Col Stokes' proposal was accepted by AFROTC in early 1984 and ATC approved a two year test of the consolidated program. The first year, 1984, would evaluate the feasibility of a consolidated field training and FSP

operation, evaluate the attrition compared to the current FIP, and assess the cost of the consolidated FT/FSP versus the cost of field training and FIP conducted separately. The second part of the test would consist of four encampments in 1985 to analyze the concurrent encampment operation and further examine fiscal impact. Results after the 1985 operation will be used to determine the level of consolidated operation for 1986 and beyond (2:2).

The 1984 encampment ended on 25 August. Analysis of the encampment by the encampment staff, AFROTC staff, and ATC staff resulted in several recommendations for the 1985 test. FSP was shortened from 16 to 14 training days for the 1984 encampment. This, coupled with a six day duty week, greatly reduced the flexibility of FSP. While not a factor during the 1984 encampment, personnel at Hondo felt that the compressed schedule left no make-up time for weather or other delays in the flying program. As a result, AFROTC agreed to use the basic FSP schedule, flying schedule, and standards for 1985 rather than attempt to modify a proven program (3:2).

In order to complete the 147 cadets in 1984, the encampment was divided into two squadrons. The first squadron immediately started FSP upon arrival at the encampment while the second squadron began with the field training curriculum. In his end of camp report, Colonel Karpen, field training commander for the 1984 encampment, noted,

They (cadets completing field training first) were much better prepared for FSP partly because of their sister squadron experiences, but also because they had already acclimated to FT (field training). For them, the high point of the encampment -- FSP -- was last. This model afforded a desirable emotional increase throughout the encampment (6:17).

Colonel Karpen's report concludes that FSP can be accomplished whether field training is completed before or after FSP but "... the 'fly last' model is substantially superior" (6:17). As a result of Colonel Karpen's report, all cadets in the 1985 encampments will accomplish the majority of the field training curriculum prior to entering the FSP phase of the encampment. This will also allow AFROTC an opportunity to evaluate officer potential prior to screening the cadet for a pilot slot.

Also recommended for the 1985 test encampment was a single syllabus including objectives and requirements for each program. The 1984 Air Force ROTC Field Training Program Syllabus Handbook is the basis for the field training portion of the consolidated program. Col Burger, AFROTC/OT and advisor for this project, recommended that the 220 hour requirement be retained for the 1985 encampment if possible.

Chapter Three

FIELD TRAINING SYLLABUS CHANGES

The author first assimilated procedures, limitations, and rules pertaining to the field training curriculum from the 1984 Air Force ROTC Field Training Program Syllabus Handbook, AFR 45-3, Air Force Field Training Program, and AFROTCR 45-3, Administration of the Air Force ROTC Field Training Program. This information was included in the Course Instructions and Field Training Instructions sections of the syllabus. The intent was not to duplicate information included in other publications but to include procedures, limitations, and rules for the encampment in a single source. The author then analyzed the field training curriculum. Courses were reviewed for accuracy and currency to ensure the material presented contributed to the objectives of field training. Third, the author arranged the curriculum in a format similar to that of the FSP syllabus. Finally, he made minor modifications to the FSP syllabus to adapt it for AFROTC use. As stated in Chapter Two, the basic FSP program was used for the 1985 encampments. Therefore, the FSP portion of the consolidated syllabus is almost a total duplication of ATC Syllabus S-V8A-A, Syllabus of Instruction for Flight Screening Program, I-41.

A comparison of the hours contained in the 1984 AFROTC Field Training Syllabus Handbook and the author's consolidated syllabus is shown in Figure 1. Note that both programs require a minimum of 220 hours as recommended by Colonel Burger. The author has assigned hours to all the course areas except Flight Training Officer (FTO) Time, Personal Time, and Supplemental Training. These courses may vary due to specific circumstances and are not counted as part of the minimum hours.

Four of the course areas remain unchanged. The Chaplain Program will continue to be briefed, normally during the Initial Orientation block. Graduation ceremonies will be conducted at the end of the encampment and normally consist of a Pass-In-Review with the installation commander as the reviewing officer if at all possible. Both Marksmanship and the Military and Society blocks are established programs from sources other than AFROTC. Marksmanship is required by AFR 45-3 and is the

FIELD TRAINING HOURS

CODE	SUBJECT AREA	FT	FT/FSP
AC	AIRCRAFT/AIRCREW ORIENTATION	14	12
AF	AIR FORCE ENVIRONMENT	0	4
CO	CAREER ORIENTATION	10	8
CP	CHAPLAIN PROGRAM	1	1
EA	ENCAMPMENT ADMINISTRATION		
-1	IN-PROCESSING	4	1
-2	EQUIPMENT ISSUE	0	2
-3	INITIAL ORIENTATION	2	2
-4	QUESTIONNAIRES AND SURVEYS	1.5	1
-5	COMMANDER'S CALLS	0	1
-6	OUT-PROCESSING	4	1
FTOC	FTO COUNSELING	4	5
FTOT	FTO TIME	A/R	A/R
GRAD	GRADUATION CEREMONIES	A/R	2
LT	LEADERSHIP TRAINING AND EVALUATION		
-1	LMDC	8	8
-2	MINI-STICK	6	6
-3	LEADERSHIP REACTION COURSE	A/R	4
-4	GROUP LEADERSHIP PROBLEMS	A/R	2
-5	LEADERSHIP LABORATORIES	4	0
-6	FTO LEADERSHIP	3	0
-7	FT CC INITIATIVES	3	0
MARX	INITIAL MARKSMANSHIP TRAINING	4	4
MS	MILITARY AND SOCIETY	5	5
OT	OFFICERSHIP TRAINING		
-1	DORMITORY INSPECTIONS	2	3
-2	PRACTICE CEREMONIES, PARADES AND INSPECTIONS	8	20
-3	FORMAL CEREMONIES (REVEILLE, RETREAT, PARADES REVIEWS AND INSPECTIONS)	21	27
-4	OFFICERSHIP	10	13
-5	DRILL PERFORMANCE TEST	1	1
-6	OPERATION HOSPITALITY	3	3
-7	DINING-IN	2	2
-8	FIELD DAY	6	0
PERT	PERSONAL TIME	A/R	A/R
PT	PHYSICAL TRAINING	36	52
-1	RUNNING		10
-2	PHYSICAL FITNESS PRACTICE/TEST		6
-3	COMPETITIVE SPORTS		26
-4	CONFIDENCE COURSE		4
-5	FIELD DAY		6
ST	SUPPLEMENTAL TRAINING	23.5	A/R
SL	SURVIVAL TRAINING	28	30
TOTAL HOURS		220	220

FIGURE 1 - Field Training Hours

only mandatory requirement for completion of field training. The lesson plan for the five hours of Military and Society is provided by Social Actions and consists of briefings by the host base Social Actions Office on Equal Opportunity and Treatment, human relations, and their impact on organizational effectiveness and mission accomplishment.

Three blocks of training do not specify a minimum required time but are left on an "as required" basis. FTO counseling time will vary depending on the individual cadet, his performance, and his attitude. Two counselings are required by AFROTCR 45-3 and an additional one has been added by the Consolidated FT/FSP Syllabus (4:76). However, the FTO is encouraged to spend as much time as may be required in counseling. It is difficult to establish the minimum time required for personal time for the cadets. This is left to the discretion of the field training commander. For this encampment, personal time is scheduled during that portion of crew rest in Phase II that does not fall between Taps and Reveille. Finally, field training commanders may add training to the curriculum. This training will not be substituted for required training and will be documented as Supplemental Training.

Aircrew/Aircraft Orientation was reduced from 14 to 12 hours of training. No material was removed or added to training. The subjects required in this block were individually specified with a realistic training time assigned to each subject.

Air Force Environment was added. This four hour block introduces the cadets to the mission and facilities of Lackland AFB. To acquaint the cadets to the location of facilities available, a bus tour will be scheduled, preferably no later than the second day of training.

One of the three objectives of AFROTC is to provide Air Force officer orientation (1:2-1). This objective includes providing an introduction to the cadet of career fields he plans to enter. The Career Orientation block of training provides this introduction. For the consolidated encampment, the number of hours has been reduced by two to a total of eight hours. The first choice of career fields was eliminated since the entire encampment was designed for pilot candidates. The second career field will be navigator and cover Undergraduate Navigator Training and career opportunities and assignments for navigators in the Air Force. The cadet will select a third choice based on his academic specialty or interest in a specific career field available at Lackland AFB or one of the other bases in the local area.

Encampment Administration has been reduced from 11.5 hours to eight hours by reducing the time spent processing cadets at

the beginning and end of the encampment. The four hours previously allotted for in- and out-processing were reduced to one hour each. An additional two hours were added for issuing flight equipment prior to the start of Phase II. Previously, commander's calls were included with questionnaires and surveys in one block of training. These two were separated and each allocated one hour of training.

The Leadership Training and Evaluation block of training was reduced by two hours to 22 total hours. Training requirements for Leadership Laboratories, FTO Leadership, and Field Training Commander Initiatives were removed. These blocks are repetitive of other areas of training and were generally not used during the 1984 encampments. Initiatives that the field training commanders schedule may be included as Supplemental Training. A minimum number of hours was established for the Leadership Reaction Course (LRC), four hours, and Group Leadership Problems (GLP), two hours.

Officership Training was increased from 53 to 69 hours. In addition, field day was removed from this block of training and added to Physical Training. Dormitory inspections were increased by one hour to three total hours, primarily due to the additional two weeks of the encampment. The total amount of time spent in practice and actual ceremonies increased from 28 to 47 hours. The author examined the time scheduled in these areas and found the 47 hours to be a more accurate accounting of time actually spent. AFROTC added to the number of briefings in Officership which increased the total number of hours to 13 from 10. The remaining hours in the block remain the same.

The Physical Training block has been increased from 36 to 52 hours and the activities separated with a minimum required number of hours specified for each activity. Running will be scheduled at least three times per week. The goal of running is to prepare the cadets for the one and one-half mile run at the end of the encampment. A physical fitness test has been added to the field training curriculum by AFROTC. The test consists of five physical exercises -- push-ups, pull-ups, sit-ups, 600 yard run, and the standing long jump -- accomplished within a set time limit(5:2). Prior to the end of the encampment, cadets will perform within the standards specified in AFROTCR 45-3. Competitive sports include the traditional sports such as softball, soccer, volleyball, and flickerball as well as two new sports added by AFROTC this year -- T-Ball and Ultimate Frisbee.

The author added the confidence course and field day to the Physical Training block because of the physical activity required in these two events. Cadets at Consolidated FT/FSP will run both the Basic Military Training School Obstacle Course and the Security Police Peacekeeper Challenge Course during the

encampment. Each course requires physical strength and dexterity and will build individual self-confidence.

Finally, Survival Training has been increased to 30 hours. Each year, cadets are briefed before departing for the two night survival trip. This time was not previously included in the syllabus. For 1985, the 30 hours will reflect all training that the cadets receive for survival training.

This concludes the summary of changes made to the 1983 field training syllabus. Many of these changes are applicable to the normal field training encampments as well as the consolidated encampment and have been adopted by AFROTC for their 1985 curriculum.

Chapter Four

FSP SYLLABUS CHANGES

Minimum changes were made to the FSP syllabus in an effort to maintain the program as similar as possible to the operation at Hondo. As a result, the FSP portion of the Consolidated FT/FSP syllabus is nearly identical to ATC Syllabus S-V8A-A, Syllabus of Instruction for Flight Screening Program, T-41. However, some changes were necessary to adapt procedures for AFROTC use.

Two additions were included in the consolidated syllabus. The first allows cadets in Phase II of the Consolidated FT/FSP encampment to wear the AFROTC pilot candidate wings. Once the cadet has completed the solo flight (C-0902), he is authorized to wear the solo wings. The second addition states that faculty board recommendations will be limited to suitability for Undergraduate Flying Training completion. AFROTC will determine whether to recategorize a cadet eliminated from FSP and retain him in the AFROTC program or disenroll him.

Only two other minor changes were made in the FSP syllabus. The AFROTC Commandant of Cadets (COC) assumes the responsibilities assigned to the T-41 Section Commander in OTS. The COC is the AFROTC equivalent of the T-41 Section Commander and should be the focus of communication for cadet training problems. The other change includes the field training commander and AFROTC in the decision to hold a cadet over to the following FT/FSP encampment if necessary because of a loss of training continuity or retention in training following faculty board action.

Chapter Five

EVALUATION OF THE CONSOLIDATED FT/FSP ENCAMPMENT AND CURRICULUM

Evaluation of the Consolidated FT/FSP encampment and the curriculum provided in the syllabus will be accomplished by each encampment staff and included in the AFROTC Field Training Report submitted by the field training commander. These inputs, with those provided by AFROTC staff visits to the encampments, will be the basis for the after action report for the AFROTC Commandant as required by the Consolidated FT/FSP Program Guidance Letter dated 26 September 1984 (3:6). AFROTC/OTD will prepare the report and include an overall assessment of the two year test program with recommendations for future operations. The suitability of the test syllabus will be evaluated by AFROTC/OTDF and OTDS for implementation as the AFROTC Consolidated FT/FSP Syllabus.

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SYLLABUS OF INSTRUCTION
for
CONSOLIDATED FIELD TRAINING/
FLIGHT SCREENING PROGRAM (FT/FSP)
(TEST)

T-41

FEBRUARY 1985

AIR FORCE RESERVE OFFICER TRAINING CORPS



DEPARTMENT OF THE AIR FORCE
Air Force Reserve Officer Training Corps
Maxwell Air Force Base, Alabama 36112

AFRPTC SYLLABUS

February 1965

This syllabus outlines the training required for graduates of this program to achieve the objectives of AFRPTC field training and the proficiency specified in ATC Syllabus G-V8A-A, Syllabus of Instruction for Flight Screening Program, T-41. It prescribes the content of the course, instructions for conducting the training and the approximate time required for an average cadet to successfully complete the individual subjects and phases. Forward recommended revisions of this publication to AFRPTC/OTDF.

FOR THE COMMANDANT

PHILIP R. BURGER, JR, Colonel, USAF
Director, Operations and Training

OPR:OTDF
DISTRIBUTION:F;X

AFRPTC ACTIVITIES:

AFRPTC/DA.....	1
AFRPTC/DT.....	1
AFRPTC/PA.....	1
AFRPTC/RR.....	1
AFRPTC/RR.....	1
AFRPTC/OTD.....	2
AFRPTC/OTDF.....	1
AM Area CC.....	1
NS Area CC.....	1
OV Area CC.....	1
SB Area CC.....	1
WF Area CC.....	1
Each Senior AFRPTC Unit.....	1
Lowland AFRPTC Project	
Training.....	1
Lowland FTH.....	25

OTHER ACTIVITIES:

HQ USAF/MPPE.....	1
HQ ATC/OC.....	2
HQ ATC/DOTF.....	2
HQ ATC/IGIO.....	1
Lowland OTS/OP.....	75

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COURSE DESCRIPTION

1. Course Title. Air Force ROTC Field Training/Flight Screening Program (FT/FSP).

2. Purpose. The purpose of the FT/FSP encampment is to:

- a. Determine officer potential.
- b. Develop military leadership and discipline.
- c. Provide Air Force officer orientation and motivation.
- d. Identify potential to enter and successfully complete USAF Undergraduate Pilot Training (UPT).

3. Location. Lackland Air Force Base.

4. Duration. 42 training days including 16 flying training days.

5. Implementation Instructions. Implementation instructions will be directed by separate letter or message.

6. Status Upon Graduation. All graduates of this course are credited with completion of AFROTC Field Training and the Flight Instruction Program (FIP).

7. Course Training Subjects:

a. Field Training:

Subject	Approximate hours
Aircraft and Aircrew Orientation.....	12
Air Force Environment.....	4
Career Orientation.....	8
Chaplain Program.....	1
Encampment Administration.....	8
FTO Counseling.....	5
FTO Time.....	A/R
Graduation Ceremonies.....	2
Initial Marksmanship Training.....	4
Leadership Training and Evaluation.....	20
Military and Society.....	5
Officership Training.....	69
Personal Time.....	A/R
Physical Training.....	52
Supplemental Training.....	A/R

Survival Training.....30

Total approximate field training hours.....220

b. Flying Training:

RECOMMENDED SORTIES/APPROXIMATE HOURS
(D-DUAL, S-SOLO)

Approximate
hours

Policies and Procedures.....4

CONTACT 11/13.6(D)

1/ 0.4(S)

12/14.0

Total approximate flying hours.....18

c. Ground Training:

Airmanship.....8

Flying Safety.....1

Total approximate ground training hours.....9

d. Course Total Approximate Hours.....247

EXPLANATION OF TERMS

1. Cadet. Individual eligible to attend AFROTC Consolidated FT/FSP encampment.
2. Category Check. The flight check (coded 90) flown to complete programmed FSP training.
3. Course of Training. The entire program of field training and flight screening program (preflight, flying, and academics).
4. English Comprehension Level (ECL). Measure of proficiency level of the listening and reading comprehension skills of the non-native English speaker. Test is given, developed, and monitored by Defense Language Institute, Lackland AFB TX.
5. Faculty Board. A fact finding agency appointed to consider all circumstances relative to a student's training and to arrive at specific recommendations regarding retention in training, elimination from training, and future training. (See Flight Screening Program Course Instructions, Faculty Boards for further information.)
6. Final Progress Check (FPC). A special check (coded 89) given to evaluate skill level and potential and to determine if the student should continue in the normal syllabus flow or be recommended for elimination.
7. Flight Training Officer (FTO). Officer on AFROTC field training staff responsible for a field training flight and charged with developing cadets' qualities of leadership, discipline, and personal habits considered essential for a prospective Air Force officer.
8. Initial Progress Check (IPC). A special check (coded 88) given to evaluate skill level and potential and to determine if the student should continue in the normal syllabus flow or be recommended for a final progress check.
9. Instructional Unit. A single lesson in training.
10. Media of Training. Methods used to conduct training. FSP media include aircraft and ground training.
11. Physical Fitness Test. Series of five physical fitness events (pull-ups, standing long jump, push-ups, sit-ups, and 600 yard run) used to ensure AFROTC cadets meet Air Force physical fitness standards.
12. Professional Officer Corps (POC). The third and fourth

years of the four year AFROTC program and the first and second years of the two year AFROTC program consisting of AS 300 and 400 as prescribed under 10 U.S.C. 2104.

13. Review Sorties (Coded 87). Additional sorties given for extended breaks in training, a failed check flight, faculty board action, or other reasons specified in this syllabus. May be graded or nongraded.

14. Special Monitoring Status (SMS). A management system used by supervisors to control the training and monitor the progress of students displaying substandard performance. (See Flight Screening Program Course Instructions, Special Monitoring Status, for additional information.)

15. Student. As used in this consolidated program, a cadet in Phase II, Flight Screening Program.

16. Student Activity Record (ATC Form 803). A form included in student grade folders used to record IP/supervisor comments concerning a student's training. Such comments include counseling, documentation of unsatisfactory performance, syllabus deviations, etc. (See Flight Screening Program Course Instructions, Grade Folder Management, for ATC Form 803 requirements.)

17. Training Officer (DOT). Officer on AFROTC field training staff responsible for preparing the field training master schedule and daily schedules, arranging the use of essential training aids, supervising instructors (AFROTC and host base), monitoring training, and providing assistance to the field training commander in evaluating the effectiveness of the training program.

COURSE INSTRUCTIONS

1. Phases.

a. The Consolidated Field Training/Flight Screening Program encampment will be conducted in two phases.

b. Phase I is the field training portion of the consolidated FT/FSP program.

(1) The purpose of Phase I is to:

(a) Determine officer potential.

(b) Develop military leadership and discipline.

(c) Provide Air Force officer orientation and motivation.

(2) The majority of courses in Phase I are scheduled for completion prior to the start of the Flight Screening Program. However, field day, the dining-in, and graduation will be conducted at the end of the encampment. Drill and physical training will be scheduled during both Phase I and Phase II.

c. Phase II is the Flight Screening Program conducted at Hondo Airport, Texas.

(1) The purpose of Phase II is to identify cadets who possess the potential to enter and successfully complete USAF Undergraduate Pilot Training (UPT).

(2) During Phase II, the AFROTC Flight Training Officer will retain control of the flight and be responsible for the discipline and conduct of the cadets in the flight.

(3) Crew rest requirements as stated in AFR 60-1, Flight Management, ATC Supplement 1, will be followed.

(a) The field training schedule will reflect an opportunity for eight hours uninterrupted sleep.

(b) The only activities permitted during the twelve hour crew rest are meals and travel to and from Hondo. Remaining time will be indicated as personal time (PERT) on the field training schedule.

2. Medical Clearance. Cadet medical records will be screened by the OTS Flight Surgeon prior to flying. The flight surgeon

will clear each cadet to fly and provide an AF Form 1042, Medical Recommendation for Flying or Special Operational Duty. Additional tests or waivers to the physical may be obtained at Lackland, time permitting. If not cleared to fly prior to the beginning of Phase II, cadets will be released from the encampment. If the cadet has completed at least 85% (187 hours) of the required field training curriculum, an AFROTC Form 708, Field Training Student Performance Report, will be completed and the cadet credited with field training.

3. Completion Criteria.

a. Cadets may be credited with completion of AFROTC field training without remaining for Phase II if they have completed a minimum of 85% (187 hours) of the required 220 field training hours and are recommended for entry into the Professional Officer Corps (POC). An AFROTC Form 708, Field Training Student Performance Report, will be completed and sent to AFROTC/OTDF and the cadet's detachment.

b. Cadets not recommended for POC entry at the start of Phase II will be released from field training. An AFROTC Form 708 will be completed and sent to AFROTC/OTDF and the cadet's detachment. This rating may be appealed by the cadet using procedures outlined in AFROTCR 53-6, Evaluating Leadership.

FIELD TRAINING INSTRUCTIONS

REFERENCES

1. Field Training. The field training portion of the consolidated FT/FSP will be conducted within the guidelines of AFR 45-3, Air Force ROTC Field Training Program and AFROTCR 45-3, Administration of the Air Force ROTC Field Training Program. Differences between the requirements of these regulations and this test syllabus have been approved by AFROTC.

2. Cadet Evaluations. Cadet evaluations will be prepared as outlined in AFROTCR 53-6, Evaluating Leadership.

3. Waivers. Waivers to the requirements of the test program or questions concerning the operation and execution of the test program should be addressed to AFROTC/OTD, Maxwell AFB AL.

FIELD TRAINING COURSE REQUIREMENTS

1. Field Training Hours.

a. The number of hours as outlined in this syllabus are the minimum required for the encampment. Field training commanders may add hours to individual courses or to the total hours as scheduling permits. Substitutions or deletions require approval from AFROTC/OTDF.

b. Cadets must complete 85% (187) of the required hours in order to receive credit for field training.

c. Cadets must fire a weapon during the Initial Marksmanship block of training in order to complete field training.

2. Physical Fitness Training.

a. Cadets will complete the 1-1/2 mile run within the limits specified in AFR 35-11, Air Force Physical Fitness and Weight Control Program, as supplemented by AFROTC, prior to the end of the encampment.

(1) Cadets unable to complete the run due to injury or medical limitation may fulfill this requirement after return to the detachment. The AFROTC Form 708, Field Training Student Performance Report, will state the cadet did not complete the run due to medical reasons. The physical fitness rating block (Section III, block 7) on the front of the 708 will not be included in the flight averages nor in the cadet's average

nating. Detachment commanders will notify AFROTC/OTDF in writing when the cadet fulfills the run requirement. A copy of this letter will be attached to the detachment copy of the 708. OTDF will attach the original to the 708 filed at AFROTC/RR.

(2) Cadets not completing the run for other than medical reasons will be rated below average and not recommended for entry into the POC.

b. Cadets participating in the Physical Fitness Test (PFT) must obtain the minimum scores required by AFROTCR 45-3, Administration of the Air Force ROTC Field Training Program, in order to complete field training.

3. Jet Orientation.

a. All pilot candidates will participate in jet orientation.

b. ATC will provide ejection seat training for all cadets within one week prior to jet orientation.

c. Second language cadets must score a minimum English Comprehension Level (ECL) of at least 80 prior to participating in jet orientation. Contact AFROTC/OTDF for guidance if any cadet fails to meet this minimum before allowing him to participate in jet orientation.

d. Rated FTOs will accompany the cadets on the jet orientation trip and serve as the Flight Orientation Project Officer to monitor activities on the flight line.

e. The AFROTC Training Officer (DOT) will coordinate with the ATC project officer at the jet orientation base to ensure a program is scheduled for cadets when they are not flying.

f. Any refusal to fly by the cadets or cases of airsickness during jet orientation will be documented in the cadet counseling folder and on the AFROTC Form 708, Field Training Student Performance Report. Cadets refusing to fly will not participate in Phase II of FT/FSP and will be recommended to AFROTC for recategorization or disenrollment.

FIELD TRAINING ADMINISTRATION

1. Cadet Counseling Folders.

a. Cadet counseling folders will contain a record of all counselings by the FTO. AFROTC Form 17, Field Training Counseling Record, will be used to document the counselings.

b. Three counselings are required:

(1) Between training day 6 and 14.

(2) Prior to the beginning of Phase II to inform cadet of AFROTC Form 708, Field Training Student Performance Report, rating at this point.

(3) Prior to end of encampment to brief cadet on the final 708 rating and recommendation for Professional Officer Corps (POC) entry.

(4) Cadets will acknowledge these counselings by signing the Form 17 and Form 708 at the time of the counseling.

c. Additional counseling sessions will be scheduled by the Flight Training Officer (FTO) as required. These additional sessions may be with individuals, groups of cadets, or the entire flight.

2. Cadet Evaluation.

a. Procedures for cadet evaluation are found in AFROTC 53-6, Evaluating Leadership.

b. The FTO will rate each cadet before the beginning of Phase II. The FTO will explain to the cadet that this is a tentative rating and the evaluation process will continue throughout the remainder of the encampment.

(1) Cadets not recommended for entry into the POC at this time will not continue with Phase II. The field training commander will notify the detachment and release the cadet from field training.

(2) The detachment may appeal the rating given the cadet to AFROTC/OT and RR using procedures established in AFROTCR 53-6, Evaluating Leadership.

3. Release From Field Training.

a. Cadets may be released from field training for emergencies, non-recommendation for entry into the POC, or by request of the

cadet.

b. In emergency cases, the field training commander may authorize cadets to be absent from training for a period not to exceed 72 hours. At the discretion of the commander, the cadet may be allowed to make up training that was missed. A cadet hospitalized is not considered absent from training.

c. Cadets may be released from training for serious misconduct, lack of discipline, or indifference to training during the encampment or within the time specified on the travel orders.

(1) The field training commander will take the following actions:

(a) Notify AFROTC/OTDF by telephone immediately of the circumstances surrounding the incident.

(b) Appoint a special evaluation officer, in writing, to investigate the circumstances and make a recommendation to the commander. Host base personnel may be utilized for this duty if available.

(c) Notify the cadet in writing of the proposed dismissal action. The letter will contain the specific reason(s) for the proposed action and state that the cadet:

(1) Will appear before an evaluation officer for an interview.

(2) Will be given an opportunity to submit a rebuttal, make a statement on his behalf, and present witnesses to the evaluation officer during the interview.

(3) Has the right to be represented by military counsel if he desires.

(d) Make his decision within 24 hours after receiving the recommendation of the evaluating officer. Legal assistance may be obtained from the base legal office or AFROTC, Maxwell AFB, Alabama.

(e) Notify the cadet in writing of the decision and outprocess if releasing the cadet from the encampment.

(f) Contact AFROTC/OTDF of action by telephone and forward a copy of the evaluation package immediately. The AFROTC Form 708 is accomplished on the dismissed cadet.

(g) The cadet may waive the investigation. Prepare a statement for the cadet's signature that includes his name (SSN).

and the statement that he waives the right to a formal investigation into his dismissal from AFROTC field training and understands that his eligibility for other commissioning programs may be adversely affected. Ensure the cadet signs and dates the statement.

d. Requests for voluntary withdrawals from field training will be made to the field training commander, in writing, stating the reasons for requesting the withdrawal. The letter will be in four copies and submitted through the FTO.

(1) The cadet will be notified by indorsement that withdrawal will jeopardize future opportunities as a candidate for commissioning in any of the armed services.

(a) A POC cadet may be called to extended active duty in his enlisted grade.

(b) Withdrawal may disqualify the cadet for future consideration for the POC in all branches of ROTC.

(2) The cadet will acknowledge the field training commander's notification by return indorsement within 24 hours.

(3) The field training commander will forward the original request with all indorsements and the cadet's field training records to the detachment. The cadet should receive one copy. Retain one copy and send the final copy to AFROTC/OTDF.

4. Awards. Award criteria are contained in AFROTCR 45-3, Administration of the Air Force ROTC Field Training Program. The following awards are authorized for the field training encampment:

a. Commandant's Award.

(1) One per encampment.

(2) Selected from inputs by the FTOs and monitored by the Commandant of Cadets.

(3) Selectee receives plaque.

b. Vice Commandant's Award.

(1) One per flight.

(2) Selectees receive AFROTC Form 71, Vice Commandant's Award Certificate.

c. Athletic Award.

(1) One per encampment.

(2) Selectee receives the AFROTC Form 72, Outstanding Achievement Certificate.

d. AFROTC Marksmanship Award.

(1) Criteria in AFR 50-36, Combat Arms Training and Maintenance Program Management.

(2) Cadet receives AFROTC Marksmanship Ribbon to wear while in AFROTC. Upon commissioning, the cadet is authorized to wear the Air Force Marksmanship Ribbon.

e. AF Form 1256, Field Training Completion Certificate.

f. List awards on the selected cadets' AFROTC Form 708, Field Training Student Performance Report, and all award winners on the AFROTC Form 38, Air Force ROTC Field Training Report.

FIELD TRAINING COURSE REQUIREMENTS

AIRCRAFT/AIRCREW ORIENTATION (12 Hours Total)

Unit	Title and Objectives	Hours
AC-1	<p>SPACE AVAILABLE TRAVEL</p> <p>1. The cadet will be briefed on rules, regulations, and etiquette pertaining to space available travel. Briefing will include:</p> <ul style="list-style-type: none"> a. Preliminary requirements for space available travel. b. Space available priorities. c. Arranging for a flight. d. Passenger briefing and conduct during flight. 	1
AC-2	<p>BASE OPERATIONS</p> <p>1. The cadet will tour the base operations complex.</p> <p>2. Brief cadet on:</p> <ul style="list-style-type: none"> a. Services available for aircrews. b. Aircrew preparation for flight. c. Taxi procedures. d. Typical flight mission. e. Post flight requirements. 	1
AC-3	<p>EJECTION SEAT TRAINING</p> <p>1. The cadet will receive ejection seat training for type aircraft to be flown during jet orientation.</p>	2
AC-4	<p>ORIENTATION FLIGHTS/TRAINING</p> <p>1. Cadets will receive a minimum of four hours flight time.</p> <p>2. Four hours of flight briefings/debriefings will cover:</p> <ul style="list-style-type: none"> a. Aircraft mission. b. Route of flight. c. Flight planning. d. Crew duties. e. Aircraft capabilities. f. Flight safety. g. Emergency procedures. h. Other required briefing items or areas of interest. 	8

AIR FORCE ENVIRONMENT
(4 Hours Total)

Unit	Title and Objectives	Hours
AF-1	<p>COMMAND/BASE MISSION BRIEFING</p> <p>1. Cadets will be briefed on:</p> <ul style="list-style-type: none"> a. Mission of host command. b. Mission of host base. c. Facilities available for use by military members and dependents. d. Mission and facilities available at nearby military installations. 	2
AF-2	<p>BASE TOUR</p> <p>1. Facilities available for cadet use at host base will be noted during the tour.</p> <p>2. Tour will be scheduled during the first two duty days of the encampment.</p>	2

CAREER ORIENTATION
(8 Hours Total)

Unit	Title and Objectives	Hours
CO-1	<p>CBPO BRIEFING</p> <p>1. Briefing to cadets will be given by a personnel officer from the host base using briefing guidelines provided by the Career Progression Office, MPC, and will include:</p> <ul style="list-style-type: none"> a. Commissioned service as a profession. b. Officer career development. c. Officer promotion system. d. Pay and allowances. e. Other benefits. 	2
CO-2	<p>BASE CAREER AREAS</p> <p>1. Career areas available on base, and other bases in the area, will be presented by host base personnel.</p>	2
CO-3	<p>NAVIGATOR BRIEFING</p> <p>1. Cadet will be briefed on:</p> <ul style="list-style-type: none"> a. Undergraduate Navigator Training. b. Navigator duties. c. Career opportunities. <p>2. Briefing will be given by a rated navigator from the field training staff or host base.</p>	2
CO-4	<p>SHADOW PROGRAM</p> <p>1. Cadet will select one career area, other than</p>	2

pilot or navigator, for shadow program with base personnel.

CHAPLAIN PROGRAM
(1 Hour Total)

Unit	Title and Objectives	Hours
CP	CHAPLAIN PROGRAM ORIENTATION	1
	1. Base Chaplain will brief cadets on: a. USAF chaplain program. b. Services available for military members and their dependents.	

ENCAMPMENT ADMINISTRATION
(8 Hours Total)

Unit	Title and Objectives	Hours
EA-1	IN-PROCESSING	1
EA-2	EQUIPMENT ISSUE	2
EA-3	INITIAL ORIENTATION	2
	1. The initial orientation briefing will be given on the first duty day of the encampment.	
	2. Briefing will include: a. Welcome from installation commander or representative. b. Encampment policies: 1) Open base. 2) Cadet leadership positions. 3) Evaluations. 4) Conduct during duty and non-duty hours. 5) Use of base facilities. 6) Off limit areas. 7) Medical care. 8) Inspections. 9) Use of personal vehicles. 10) Officers' Club privileges. 11) Movement to and from field training activities. 12) Discipline system. 13) Other policies as determined by the field training commander.	
EA-4	QUESTIONNAIRES AND SURVEYS	1
EA-5	COMMANDER'S CALLS	1
	1. Minimum of two commander's calls will be	

scheduled during the encampment.

EA-6 OUT-PROCESSING

1

FLIGHT TRAINING OFFICER (FTO) COUNSELING
(5 Hours Total)

Unit	Title and Objectives	Hours
FTOC	FTO COUNSELING 1. Counselings in addition to those required are recommended on an as needed basis.	5

FTO TIME
(Total Hours As Required)

Unit	Title and Objectives	Hours
FTOI	FTO TIME 1. FTO time will be scheduled at FTO discretion to disseminate information, accomplish additional training, or for other uses as deemed necessary by the FTO.	A/R

GRADUATION CEREMONY
(2 Hours Total)

Unit	Title and Objectives	Hours
GRAD	GRADUATION CEREMONY	2

INITIAL MARKSMANSHIP TRAINING
(4 Hours Total)

Unit	Title and Objectives	Hours
MARX	MARKSMANSHIP TRAINING 1. Marksmanship training will be conducted by host base personnel at the firing range. 2. All cadets will fire the .38 caliber weapon for a score. 3. Training will be conducted as specified in AFR 50-36, <u>Combat Arms Training and Maintenance Program Management</u> .	4

LEADERSHIP TRAINING AND EVALUATION
(20 Hours Total)

Unit	Title and Objectives	Hours
LT-1	LEADERSHIP AND MANAGEMENT DEVELOPMENT CENTER (LMDC) PRESENTATION 1. Briefing will be presented by team from LMDC, Maxwell AFB. 2. Briefing will include the following subjects: a. Basic elements of leadership. b. Key elements of officership. c. Professional relationships with NCOs. d. Followership.	8
LT-2	MINI-STICK 1. Exercise will be conducted by AFROTC staff from Texas A&M University or Virginia Military Institute.	6
LT-3	LEADERSHIP REACTION COURSE (LRC) 1. LRC will be scheduled in two hour blocks of training.	4
LT-4	GROUP LEADERSHIP PROBLEMS (GLP) 1. GLP will be accomplished as a flight activity.	2

MILITARY AND SOCIETY
(5 Hours Total)

Unit	Title and Objectives	Hours
MS	AFROTC EQUAL OPPORTUNITY AND TREATMENT (EOT)/ HUMAN RELATIONS ORIENTATION 1. Cadets will be briefed by host base Social Actions on: a. Role of EOT in the Air Force b. Impact of human relations on organizational effectiveness and mission accomplishment	5

OFFICERSHIP TRAINING
(69 Hours Total)

Unit	Title and Objectives	Hours
OT-1	DORMITORY INSPECTIONS 1. Field training staff will conduct dormitory inspections twice each week. 2. Inspections will include: a. Cleanliness.	3

- b. Common areas.
- c. Neat and orderly arrangement of clothing and personal belongings.
- d. Compliance with local directives on dormitory arrangement.

OT-2 PRACTICE CEREMONIES AND PARADES

27

OT-3 FORMAL CEREMONIES

27

1. Cadets will conduct and participate in formal ceremonies for:
 - a. Reveille.
 - b. Retreat.
 - c. Parades.
 - d. Change of command.
 - e. Inspections.
2. Cadets will conduct Reveille and Retreat ceremonies daily.
3. Frequency of change of command ceremonies will be determined by the field training commander.

OT-4 OFFICERSHIP

27

1. Classroom lectures/discussions will include:
 - a. Project Warrior.
 - b. Code of Conduct.
 - c. Oath of Office.
 - d. Officer-NCO relationships.
 - e. Ethics.
 - f. Professionalism.
 - g. Officer roles and responsibilities.
 - h. Honor Code.
 - i. Leadership styles.
 - j. Professional Officer Corps.
 - k. Drill and ceremonies.
 - l. Wear of the uniform.
 - m. Custom and courtesies.
2. Lessons are designed to supplement LMDC presentation, not to duplicate the material presented during the LMDC block of training.

OT-5 DRILL PERFORMANCE TEST

1

1. The cadet will be tested, using the 54 commands sequence, on:
 - a. Individual drill.
 - b. Flight drill.
 - c. Command of the flight.

OT-6 OPERATION HOSPITALITY

3

1. Base personnel will host cadets in their homes for an evening. The purpose of this visit is to:
 - a. Give the cadet an appreciation for family life

in the Air Force.

b. Provide a relaxed atmosphere to discuss aspects of Air Force life with a junior officer and spouse.

OT-7 DINING-IN

2

PERSONAL TIME
(Total Hours As Required)

Unit	Title and Objectives	Hours
PERT	Personal Time 1. Personal time will be scheduled on an as required basis.	A/R

PHYSICAL TRAINING
(52 Hours Total)

Unit	Title and Objectives	Hours
PT-1	RUNNING 1. Cadets will participate in a regularly scheduled running program to ensure they meet the time limits required at the end of the encampment (see AFROTC Supplement 2 to AFR 35-11, <u>Air Force Physical Training and Weight Control</u>). 2. It is recommended that the cadets progress to two miles running during the second week of field training to build endurance and decrease their time for the 1-1/2 mile test.	10
PT-2	PHYSICAL FITNESS TEST (PFT) AND PRACTICE 1. The physical fitness test consists of five exercises: a. Sit-ups. b. Pull-ups. c. Push-ups. d. 600 yard run. e. Standing long jump. 2. PFT practice and running will not be conducted on the same day.	6
PT-3	COMPETITIVE SPORTS 1. Team competitive sports include: a. Softball. b. Flickerball. c. Soccer. d. Volleyball. e. T-Ball.	26

f. Ultimate Frisbee.

2. Other competitive sports may be scheduled in addition to those listed but cannot replace them without AFROTC/OTDF approval.

PT-4	CONFIDENCE COURSE 1. Each cadet will run the Peacekeeper Challenge Course and the Basic Military Training School Obstacle Course.	4
PT-5	FIELD DAY	4

SUPPLEMENTAL TRAINING (Total Hours As Required)

Unit	Title and Objectives	Hours
S1	SUPPLEMENTAL TRAINING 1. Training not specified in this syllabus will be documented as Supplemental Training. 2. Supplemental Training will not replace required training without the approval of AFROTC/OTDF.	A/R

SURVIVAL TRAINING (30 Hours Total)

Unit	Title and Objectives	Hours
SU-1	SURVIVAL TRAINING PRE-BRIEF 1. Cadets will attend a survival training pre-brief prior to departing for the field. 2. Briefing will be conducted by personnel from the USAF Survival School at Fairchild AFB WA.	2
SU-2	FIELD SURVIVAL TRAINING 1. Cadets will receive an introduction to survival methods and hands on training during this two night trip.	28

FLIGHT SCREENING PROGRAM INSTRUCTIONS

TRAINING MANAGEMENT

1. Flying Hour/Sortie Requirements and Restrictions.

a. Average Hours/Events. This syllabus is designed to permit students to complete phase objectives in 14.0 T-41 flying hours. The sorties/hours reflected opposite each instructional unit throughout the syllabus reflect the number of sorties and approximate hours for the student. However, the difference among students in learning rate is recognized, and each student is allowed to progress based on performance. Above average students may complete an instructional unit in less than the syllabus sorties/hours provided all lesson objectives are met.

b. Sortie Lengths. Sorties and corresponding approximate hours for the instructional units are listed below. Student progression is based on the number of sorties completed; however, for the average student, adhere to the approximated hours per lesson as closely as possible.

Inst Unit	Time Per Sortie	Total Time
C0101	1.0	1.0
C0201	1.2	2.2
C0301	1.4	3.6
C0401	1.4	5.0
C0501	1.4	6.4
C0601	1.4	7.8
C0701	1.4	9.2
C0801	1.4	10.6
C0901	0.8	11.4
C0902	0.4	11.8
C1001	1.2	13.0
C1190	1.0	14.0

A maximum of 14 flying hours is authorized for flight screening except in unusual circumstances. (Exception: Overflight due to an IPC/FPC or duly authorized review flights do not require specific ATC Form 803, Student Activity Report, entries or Deputy Commander for Flight Operations (FO) approval.) Students who demonstrate exceptional performance may be proficiency advanced. Four dual flying sorties, a solo flight, and a satisfactory final checkride are the minimum requirements.

c. Maximum Daily Hours/Events. Students will not exceed one sortie per day through C0501. Beginning with C0601, a maximum of two sorties per day may be flown. This does not preclude continuation of an interrupted sortie.

2. Training Continuity Policies and Requirements.

a. Extended Training Breaks. Students who experience extensive loss of training continuity and those who are recommended for faculty board action which subsequently results in retention in training may be held over to the next FT/FSP session or continued in their original flight, whichever is determined by the FO, the field training commander, and AFROTC/OTDF to be in the best interest of the student.

b. Syllabus Deviations. The FO may authorize deviations from specific lesson objectives. These will be recorded on AIC Form B03, Student Activity Record.

c. Maneuver Continuity. Maintain continuity of maneuvers once introduced by a periodic review based on student's needs.

d. Continuity Following Unsatisfactory Sorties. Progress students demonstrating overall unsatisfactory performance on a lesson to the next dual lesson rather than repeat the original lesson.

3. Instructor Continuity Requirements. Schedule students to fly with their assigned instructor pilot (IP) to the maximum extent practicable. Keep change of assigned instructors to a minimum. The following instructions apply:

a. Supervisors and instructors who are reassigned or who are removed from IP duties are not counted toward instructor continuity requirements.

b. Additional continuity requirements are found under Special Monitoring Status (SMS) instructions.

4. Use of Flight Line Publications.

a. Syllabus Distribution. Maintain a complete syllabus for all instructor personnel. Do not issue copies to students but make them available for their reference.

b. Use of Outdated Publications. Mark any outdated publications used for training purposes (for example, FLIP, AFR 60-16, etc.) OUTDATED - FOR TRAINING PURPOSES ONLY. The squadron may develop training packages containing outdated FLIP publications for use during flight line academic situations; i.e., standardization meetings, student table briefings, standardization

briefings, etc. Supervisors will ensure that these publications are not used for flight planning or in-flight activities and are maintained separate from current publications.

5. Flight/Ground Briefing Requirements:

a. Daily Flying Briefings:

(1) At the beginning of each day's flying training, mass brief the students on current and forecast weather, NOTAMS, operation notes, FCIF items, and flight/ground safety and/or standardization topics as appropriate to their stage of training. Standardization briefings will include overhead questioning and group discussion of situation type emergencies to assist in developing student judgment. These may be omitted when quizzes, publication changes, or other time consuming briefing items have priority.

(2) Before each sortie, the instructor will brief the student on the specific objectives of the mission and the techniques and procedures to be used to accomplish the objectives.

(3) After each sortie, the instructor will critique the student and give a specific study assignment for the next lesson. Allot time for briefing and critiques, as required, in relation to the complexity of the mission and the student's progress.

(4) The instructor will ensure that the student has received adequate ground training for all aspects of the mission to be performed.

b. Flying Safety Briefings. Base aircraft accident prevention training on a program of instruction and supervision which recognizes, controls, and corrects deficiencies in the individual student's judgment and skill. Stress flying safety throughout the course and present briefings so as to promote group discussion of topics which will improve student judgment and confidence.

c. Emergency Procedures Briefings and Training:

(1) Cover emergency procedures and aircraft malfunctions in such a manner as to build the student's confidence in the aircraft. Teach these procedures during both the standardization portion of the daily mass briefing and during individual table briefings. Administer a critical action emergency procedure quiz no later than training day four. A satisfactory level of performance is required on this and all subsequent flight line quizzes, either oral or written. Ground students who fail an oral or written procedural quiz for the day (FO may authorize

exceptions following AFROTC Commandant of Cadets or higher approval). Grounded students will not fly until they are retested and demonstrate satisfactory performance. Continued unsatisfactory performance will be grounds for faculty board action.

(2) Grade emergency procedures training on the academic record of training (ATC Form 878).

(3) Do not perform simulated emergencies unless thoroughly briefed.

6. Conduct of Training Sorties:

a. AFTO Form 781. AFTO Form 781 preflight check and postflight entries are included as a part of ground operation procedures throughout the course.

b. Maneuver Demonstrations. Instructors will demonstrate maneuvers prior to the student practicing them.

c. Solo Requirements. Accomplish C-0901/0902 on the same day. Where possible, use the same aircraft for solo after the dual portion of the lesson has been completed. Students who have passed C-0801 may proceed to C-1001 if they are scheduled for C-0901/0902 and adverse weather precludes solo flight. In this case, give the highest priority to the C-0901/0902 sorties and complete them as soon as possible. Should the student fail this C-1001 sortie, schedule a C-1068 from which the student may solo. C-0901/0902 will not be flown in this case.

(2) When weather conditions, traffic pattern situation, or other adverse considerations require a solo mission to be terminated before the completion of three landings, the mission may be considered complete.

7. Wear of AFROTC Pilot Candidate Wings. AFROTC students in Phase II of FT/FSP are authorized to wear AFROTC pilot candidate wings. AFROTC students successfully completing C-0902 are authorized to wear the solo wings.

MISSION GRADING PROCEDURES AND POLICIES

1. Procedures for Grading Instructional Flights:

a. Absolute Maneuver Grading. The following rating scale is used to evaluate the student's characteristic performance on each maneuver attempted during each dual sortie or observer period or supervised solo mission. This is an absolute rating scale and

the student's proficiency must be judged against the training standard. Do not consider the type or amount of training the student has received. Fair is the minimum acceptable level of performance; however, as the student continues to practice, performance of individual maneuvers should improve, resulting in correspondingly higher maneuver grades. If the student fails to show such progression, the overall grade may reflect this lack of progress.

(1) Demonstrated. Enter "D" on the record of training when the maneuver is demonstrated only, but not practiced.

(2) Unable (U). The student is unsafe or lacks sufficient knowledge, skill, or ability to perform the operation, maneuver, or task. When students are introduced to a maneuver, they may receive several U (Unable to accomplish) grades. This does not mean that the student is unsatisfactory or is not progressing normally, since the average student may be unable to accomplish many maneuvers initially. Rate the student as soon as possible after the flight.

(3) Fair (F). The student performs the operation, maneuver, or task safely but has limited proficiency. Deviations occur which detract from performance. Characteristic performance meets the fair training standard.

(4) Good (G). The student performs the operation, maneuver, or task satisfactorily. Deviations occur but are recognized and/or corrected in a timely manner. Characteristic performance exceeds the training standard.

(5) Excellent (E). The student performs the operation, maneuver, or task correctly, efficiently, and skillfully. Minor deviations occur but do not detract from overall performance.

b. Category Check C-1190. This final check includes a representative cross-section of maneuvers for which proficiency is required.

(1) Base individual maneuver grades on the absolute rating scale and record them on the appropriate Record of Training (ATC Forms 878 and 860).

(2) Devote the entire mission profile to the check and assess a relative overall grade of good or better on all satisfactory checks.

(3) When the overall grade is U, comments summarizing performance are required on the student's ATC Form 803.

(4) If a check is incomplete, the subsequent flight need

only include maneuvers as required to complete the mission. Incomplete checks only when no individual maneuver was graded unable and the number of maneuvers flown was insufficient to enable the check pilot to make a judgment of the student's overall performance. If any maneuver is graded unable, the check is complete and the overall lesson grade is unsatisfactory.

(5) If a student fails the category check, schedule an FPC with or without intervening review ride(s).

c. Progress Check Procedures:

(1) During the conduct of progress checks, the evaluator must consider factors in addition to the student's compliance with maneuver parameters. These factors include demonstrated proficiency, judgment, air sense, and overall ability to safely and confidently maneuver the aircraft. The student must also demonstrate the potential to complete the UPT program. Progress checks as a result of a failed category check must meet maneuver requirements of the check.

(2) The FSP flight commander or above may direct an FPC anytime a student's progress is such that his potential to complete UPT is in doubt. If a student has already passed an IPC/FPC, and the flight commander recommends another progress check, the FO or higher must authorize this FPC. In addition, progress checks are mandatory in the following situations:

(a) When a student fails two of the last three instructional units, excluding intervening progress checks or review rides.

(b) When a student progresses in syllabus sequence to C-1090 and fails to solo, or when failing C-1001.

(c) Unsatisfactory performance at the C-1190 unit requires an FPC.

(3) Students who take a progress check, continue in training, and subsequently require another progress check will be given a final progress check. Students failing an IPC are scheduled for an FPC.

(4) Fly a representative cross section of maneuvers and base individual maneuver grades on the absolute rating scale. Grade progress checks overall incomplete when sufficient maneuvers cannot be performed to evaluate the progress or skill level of the student.

(5) An overall grade of fair or better on a progress check completes the requirements of the instructional sortie for

category check that caused the progress check to be flown. A satisfactory final progress check at C-0901 level or higher will result in course completion. Students must safely solo to satisfactorily complete progress checks at C-0901 or C-1001 (when flown under the provisions of Flight Screening Program Course Instruction, Training Management, paragraph 6c(1)) units of instruction. If weather precludes the solo portion of the progress check, grade the mission incomplete and refly as soon as weather conditions permit. If possible, the original progress check pilot will complete the mission.

d. Incomplete Sorties. Grade incomplete sorties NG. Instructor pilots must examine the student's previous training and any shortened missions in order to determine if the shortened sorties should be graded complete or incomplete. Incomplete sorties should not be used as a means to simply provide unwarranted or unjustifiable additional training. Omission of individual maneuvers which can be accomplished on a subsequent sortie is not sufficient reason to grade the lesson incomplete.

REVIEW SORTIES

1. Authorization. The following matrix denotes the number of review sorties that may be authorized for all reasons and the approving authority for each. Review sorties following failed evaluations should only be authorized for students who display potential to complete FSP and UPT.

2. Grading. Overall grades for review sorties must be an accurate reflection of the student's abilities in relation to their position in training. For example, if maneuvers performed on any review sortie following a failed category check are graded unable, the overall grade must be unsatisfactory. Do not grade review sorties incomplete; when some of the objectives of a review sortie are not met due to special circumstances, (weather recall, inflight emergency, etc.), the supervisor who authorized the sortie must determine whether an additional sortie is warranted.

REVIEW RIDE DIRECTIONS
TOTAL SORTIES AUTHORIZED

Reasons for Review Rides(87)	Authorizing Official	Grading Requirements	Maximum Sorties Auth	Remarks
Extended Break in Training	Quality Assur- ance Evaluator or higher	NGR	2	FO may waive limit of 2 sorties; 803 entry re- quired
Followed Failed Cat Check/TTC	Quality Assur- ance Evaluator or higher	OR	1	FO may waive limit of 1 sortie; 803 entry re- quired
Faculty Board Recommendation	FO	NGR	As Directed	

GRADE FOLDER MANAGEMENT

1. Contents. Maintain the following documents and training records in the student's grade folder.

- a. ATE Form 860, Student Flying Record.
- b. ATE Form 878, Record of Training.
- c. AF Form 1042, Medical Recommendation for Flying or Special Operations Duty.
- d. ATE Form 803, Student Activity Record.
- e. Operational Orders (provided by AFROTC field training unit).
- f. ATE Form 860, Student Flying Record. The student's flying record is used to record a chronological sequence of training to provide instructors and supervisors a ready reference for course monitoring.

3. ATC Form 878, Record of Training. The record of training is designed to reflect performance of individual maneuvers, maneuver continuity, and overall performance.

4. ATC Form 803, Student Activity Record. ATC Forms 803 will be filed with the most recent form on the top. Entries will be factual, objective, and concise and signed by the person making the entry. The student and flight commander must initial all 803 entries. Make entries for any item requiring explanation; however, documentation is required for:

- a. Change of instructor.
 - b. Any lesson graded overall fair or unsatisfactory.
 - c. Proficiency advancement.
 - d. Recommendation for elimination.
 - e. Counseling.
 - f. Assignment to and removal from special monitoring status.
 - g. Grade folder review prior to progress checks.
 - h. Syllabus deviations or training waivers.
 - i. Incomplete lessons.
 - j. Authorization for all review flights.
 - k. Comments pertaining to review rides and progress checks.
 - l. Any unusual occurrence that could affect a student's progress (prolonged grounding, etc.).
 - m. Special syllabus requirements not accomplished.
 - n. As required in ATCR 51-2, Joint Medical and Operations Management Requirements.
 - o. Failure of a standardization/evaluation quiz and subsequent clearance for flight.
 - p. Early introduction of maneuvers.
 - q. Authorization to continue in training under provisions of Faculty Boards, paragraph 3.
5. Counseling. Conduct counseling sessions when deemed necessary by the student's instructor or supervisory personnel.

Use counseling to determine factors that are adversely affecting training and to inform the students of their status. The following are mandatory counseling sessions:

- a. Placement on SMS (Assistant Flight Commander or higher).
- b. Prior to Initial Progress Check (Assistant Flight Commander or higher).
- c. Prior to Final Progress Check (Military staff member).
- d. Military deficiency (Military staff member).
- e. Academic deficiency (Military staff member).
- f. As required by ATCR 51-10, Administration (Military staff member).

Conduct periodic counselings during SMS or follow-on counselings as required. Review gradebooks during all flight line counseling sessions.

SPECIAL MONITORING STATUS

1. Objectives. Special Monitoring Status (SMS) has two major objectives. First, the placement of a student on SMS should focus supervisory attention on the student's total performance and specific deficiencies. The objective of the increased supervisory involvement is to closely monitor the student's progress and potential to successfully complete FSP. Secondly, placement on SMS should provide students with optimum IP and training continuity to assist them in overcoming training deficiencies.

2. Required Proficiency. Regardless of the reason for placement on SMS, the flight commander and other flight line supervisors should be particularly alert to declining performance in flying activities and take action as appropriate. Under no circumstances are proficiency standards to be compromised to permit SMS students to progress in training.

3. Procedures for Assignment to SMS. Place students on SMS for substandard performance in flying, procedural knowledge, academics, or military qualities whenever training supervisors determine that close monitoring of the student's progress is required. The flight commander will assign students to SMS for flying deficiencies. The flight training officer (FTO) or Chief of Academics will assign SMS for military training deficiencies. Once on SMS, regardless of the reason, a student will be provided

the same degree of additional flying supervision. In all cases, the FTO or military supervisor and supervisor initiating the action will counsel students upon their assignment to SMS and as often thereafter as necessary. Students should remain on special monitoring status until demonstrating normal progress. Course completion implies automatic removal from SMS.

4. Field Training Commandant of Cadet (COC) Responsibilities. The success of SMS is dependent upon a continuous crossflow of communication between academic, field training, and flight line supervisors. The COC is the focal point for the communication network. When circumstances indicate a student should be considered for SMS for any reason, the COC will take the following actions:

a. Notify the Flight Surgeon, Academic Branch, and any other appropriate agencies and ask for any disclosable information which would help explain the student's substandard performance.

b. Notify the student's FSP flight commander of all information obtained from outside sources. As a minimum, the student's flight commander and flight training officer must be continually apprised of information pertaining to the student's status.

5. Instructor Continuity. While on SMS for any reason, schedule students with a maximum of two instructors. Instructors giving progress checks, category checks, graded review flights, and the student's flight commander are not counted towards this limit.

6. Mandatory SMS. Place a student on SMS after:

a. Receiving three overall grades of fair or below.

b. Receiving an overall grade of U preceded by a fair or below.

c. Being twice grounded for procedural knowledge deficiency.

d. Failing the Academic examination.

e. Displaying military deficiency.

FACULTY BOARDS

1. Purpose. A faculty board is a fact finding agency appointed to consider all circumstances relative to a student's training and to arrive at specific recommendations regarding retention in training, elimination from training, and future training.

2. Requirements of Faculty Boards. Except as described in paragraph 3 below, schedule students for a faculty board after failure of a final progress check or an academic examination retake.

3. Deputy Commander for Flying Operations (FO) Waivers of Faculty Boards. The most objective evaluation of all circumstances relating to a student's training can normally be made by a faculty board; however, in those rare cases when extenuating circumstances would unquestionably indicate rein-statement, the FO may authorize continued training in lieu of faculty board action.

4. Faculty Board Recommendations. Faculty board recommendations are limited to suitability for Undergraduate Flying Training completion only. Retention in AFROTC will be determined by the detachment commander and AFROTC.

MANIFESTATIONS OF APPREHENSION

Although some slight anxiety or nervousness is common among students learning to fly, real fear of flying can interfere with a student's judgment, decision making ability, and physical ability to control the aircraft. Manifestations of apprehension (MOA) can include such things as passive or active airsickness, insomnia, loss of appetite, anxiety, and tension related to the flying environment. When a student exhibits or admits to any of the above symptoms to a degree that seems to impair flight line performance, refer the student to the Flight Surgeon for evaluation. Reference ATCR 14-2, Medical Management of Undergraduate Flying Training Students, and ACP 51-2, Joint Medical and Operations Management Requirements, for action to be taken by operational personnel when a student is determined to be suffering from MOA.

AIRSICKNESS

Students who experience airsickness require individual attention and a reasonable opportunity to adapt to the flying environment. Airlsickness is defined as active (vomiting) or significant passive (disabling or disruptive nausea). Most airsickness is of brief duration and is related to multi-axial accelerations, gulling Gs, unfamiliar aircraft attitudes, and anxiety. Follow the general UPT airsickness training philosophy outlined in ATCR 51-2, Joint Medical and Operations Management Requirements:

however, if a student experiences airsickness following the C-6 mission, the FO must approve the solo mission.

FSP COURSE REQUIREMENTS

T-41 POLICIES AND PROCEDURES TRAINING (4 Hours Total)

Unit	Title and Objectives	Hours
P0101	<p>MILITARY POLICIES AND PROCEDURES</p> <p>1. The student will be briefed on:</p> <ul style="list-style-type: none"> a. Course objectives. b. Flight line policies and conduct on the flight line. c. Transportation and meal requirements. d. Military behavior and responsibilities. 	1.0
P0201	<p>POLICIES, PROCEDURES, AND FAMILIARIZATION</p> <p>1. Brief the student on:</p> <ul style="list-style-type: none"> a. Training policies: <ul style="list-style-type: none"> (1) Training site policies and directives. (2) Flight directives. (3) Scheduling and dispatch procedures. (4) Required items for flight. (5) Student publications. (6) Instructor policies. (7) Local flying area and systems for traffic control. (8) Flight line and air discipline. b. Aircraft familiarization and demonstration: <ul style="list-style-type: none"> (1) Checklist usage. (2) Exterior and interior inspections to include AFID Form 781. (3) Essential equipment and controls within the cockpit. (4) Engine starting and stopping procedures. (5) Operation of communications equipment. (6) Ground egress procedures (normal and emergency). c. Composite flight familiarization. 	3.0

T-41 CONTACT FLYING
(14 Hours Total)

Unit	Title and Objectives	Sorties Dual/Solo	Approx Hours
C0101	FAMILIARIZATION (PRESOLO)	1/0	1.0
C0201	FAMILIARIZATION (PRESOLO)	1/0	1.2 (2.2)
C0301	FUNDAMENTAL MANEUVERS (PRESOLO) 1. Special Syllabus requirements: a. Characteristic stall. b. Secondary stall. c. VOR orientation.	1/0	1.4 (3.6)
C0401	FUNDAMENTAL MANEUVERS (PRESOLO) 1. Special Syllabus requirements: a. Full flap landing (student may practice once demonstrated). b. Slips (student may practice once demonstrated).	1/0	1.4 (5.0)
C0501	FUNDAMENTAL MANEUVERS (PRESOLO)	1/0	1.4 (6.4)
C0601	FUNDAMENTAL MANEUVERS (PRESOLO)	1/0	1.4 (7.8)
C0701	FUNDAMENTAL MANEUVERS (PRESOLO)	1/0	1.4 (9.2)
C0801	FUNDAMENTAL MANEUVERS (PRESOLO) REVIEW	1/0	1.4 (10.6)
C0901	SUPERVISED SOLO	1/0	0.8
02	1. The student will accomplish at least three safe dual traffic patterns and landings and one go-around. 2. The student will accomplish a blind- fold cockpit check. 3. The student should accomplish at least three safe solo traffic patterns and landings. (Exception: see Conduct of Training Sorties, paragraph C).	0/1	0.4 (11.8)
C1001	FUNDAMENTAL MANEUVERS REVIEW	1/0	1.2 (13.0)
C1190	CONTACT CHECK 1. The student will demonstrate the level of performance required by the Maneuver	1/0	1.0 (14.0)

Grade Table on a representative cross
section of maneuvers.

MANEUVER GRADE TABLE

Lessons*

	C01	C02	C03	C04	C05	C06	C07	C08	C09	C10	C11
GROUND OPERATING PROCEDURES	U+	U+	U+	U+	F+	F+	F+	F+	F+	G+	G+
TAKEOFF	U+	U+	U+	U+	U+	F+	F+	F+	F+	F+	F+
TRAFFIC EXIT	D+	U	U	U	U	F+	F	F	F	F	F+
STRAIGHT AND LEVEL TURNS	U+	U+	U+	U+	F+	F+	F+	F+	F+	G+	G+
CLIMB	U+	U+	U+	U+	F+	F+	F+	F+	F+	G+	G+
LEVEL OFF	U+	U+	U+	U+	F+	F+	F+	F+	F+	G+	G+
COORDINATION EXERCISE		U+	U	U	U	F+	F	F	F	F	F
GLIDES	U+	U	U	U	F+	F	F	F	F	G+	G
SLOW FLIGHT			U+	U	U	F+	F	F	F	F	F+
ENROUTE DESCENT		U+	U	U	F+	F	F	F	F	F	F
STEEP TURNS			U+	U	U	U	F+	F	F	F	F+
POWER ON STALLS			U+	U	U	U	F+	F	F	F	F+
TRAFFIC PATTERN STALLS				U+	U	U	F+	F	F	F	F
TRAFFIC ENTRY	D+	U	U	U	U	U	U	F+	F	F	F+
PATTERN/NUMBER	U+	U	U	U	U	U	U	F+	F+	F	F+
NORMAL LANDING/NUMBER	U+	U	U	U	U	U	U	F+	F+	F	F+
NO FLAP LANDING/NUMBER		U+	U	U	U	U	U	F+	F+	F	F+
GO AROUND		U+	U	U	U	U	U	F+	F+	F	F
FORCED LANDING/NUMBER				U+	U	U	U	F+	F	F	F
TRIM	U+	U+	U+	U+	F+	F+	F+	F+	F+	G+	G+
THROTTLE TECHNIQUE	U+	U+	U+	U+	F+	F+	F+	F+	F+	G+	G+
INFLIGHT CHECKS AND CHECKLIST	U+	U+	U+	U+	U+	U+	U+	F+	F+	F+	F+
RADIO PROCEDURES	U+	U+	U+	U+	U+	F+	F+	F+	F+	F+	F+
CLEARING	U+	U+	U+	U+	U+	U+	U+	F+	F+	F+	F+
INFLIGHT PLANNING	U+	U+	U+	U+	U+	U+	U+	F+	F+	F+	F+
EMERGENCY PROCEDURES	U+	U+	U+	U+	U+	U+	U+	F+	F+	F+	F+
VOR ORIENTATION			U+	U	U	U	U				
CHARACTERISTIC/SECONDARY STALLS			U+	U	U	U	U				
SLIPS				U+	U	U	U				
FULL FLAP PATTERN/NUMBER				U+	U	U	U				
FULL FLAP LANDING				U+	U	U	U	U	U	U	U
AIRMANSHIP	U+	U+	U+	U+	U+	U+	U+	F+	F+	F+	F+
BLINDFOLD COCKPIT CHECK									F+		

* A "+" symbol following the letter grade means that the maneuver must be accomplished on that sortie.

Absence of the "+" means that the maneuver may be performed, but it is not required to complete the mission.

Maneuvers, once optioned, should be performed frequently enough to develop/maintain proficiency.

ACADEMIC TRAINING

AIRMANSHIP (8 Hours Total)

Special Instructions

1. Make a study assignment for the next day's lesson at the close of each training period as directed in the appropriate Instructor Guide. The student will come to each class prepared to participate in classroom discussions on the material being studied.

2. An instructor will be present any time an examination is being administered. The minimum passing score on the Airmanship examination is 85 percent. Recommend a student for Academic Faculty Board action following one retake failure. The Deputy Commander for Flying Operations will approve or disapprove the recommendation after checking individual student flying progress. Faculty Board action is mandatory following a second retake failure. Do not schedule a student failing the academic examination to fly until satisfactorily passing the remake.

3. Students will individually correct the Airmanship examination to 100 percent during the critique (students with a grade of 100 percent are not required to attend). Procedures apply as follows:

a. An instructor will be present.

b. Return answer sheets temporarily to the students for review.

c. Students may not take notes.

4. Complete Airmanship by the eighth day of Phase II.

Unit	Title	Hours
AM0101 02	INTRODUCTION/FACTS OF FLIGHT	2.0
AM0201 02	T-41 AIRCRAFT AND 0-300-D ENGINE SYSTEMS	2.0
AM0301 02	T-41 RADIO, VOR ORIENTATION, AND EMERGENCY PROCEDURES	1.0
AM0090	EXAMINATION AND CRITIQUE	2.0

FLYING SAFETY
(1 Hour Total)

Special Instructions

The unit flying safety officer will present the flying safety phase and complete it prior to C-0101.

Unit	Title and Objectives	Hours
FS0101	INTRODUCTION TO FLYING SAFETY 1. The student will attend a presentation introducing: a. USAF safety philosophy. b. The USAF, ATC, and local safety programs. c. Local ground and flight safety hazards/trends. d. Ground safety requirements on the flight line.	1

END

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8-85

DTIC